

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.
Sole Agents, Honolulu, March 27, 1901.
WILDER'S STEAMSHIP COMPANY.
Agents John A. Roebing's Sons Co.
Honolulu.
Gentlemen: Yours of March 25th re catalogue of ship chandlery goods has been received.
We have used a number of the John A. Roebing's steam plow cables, and have found them far superior to the English cables, and at the same time a great deal cheaper. In fact, we sent for some of these cables, and we put a new Roebing and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied here that the American cables are the best.
We shall certainly bear in mind your stock of goods whenever we need anything in your line.
Very truly,
(Signed) W. J. LOWRIE,
Manager.

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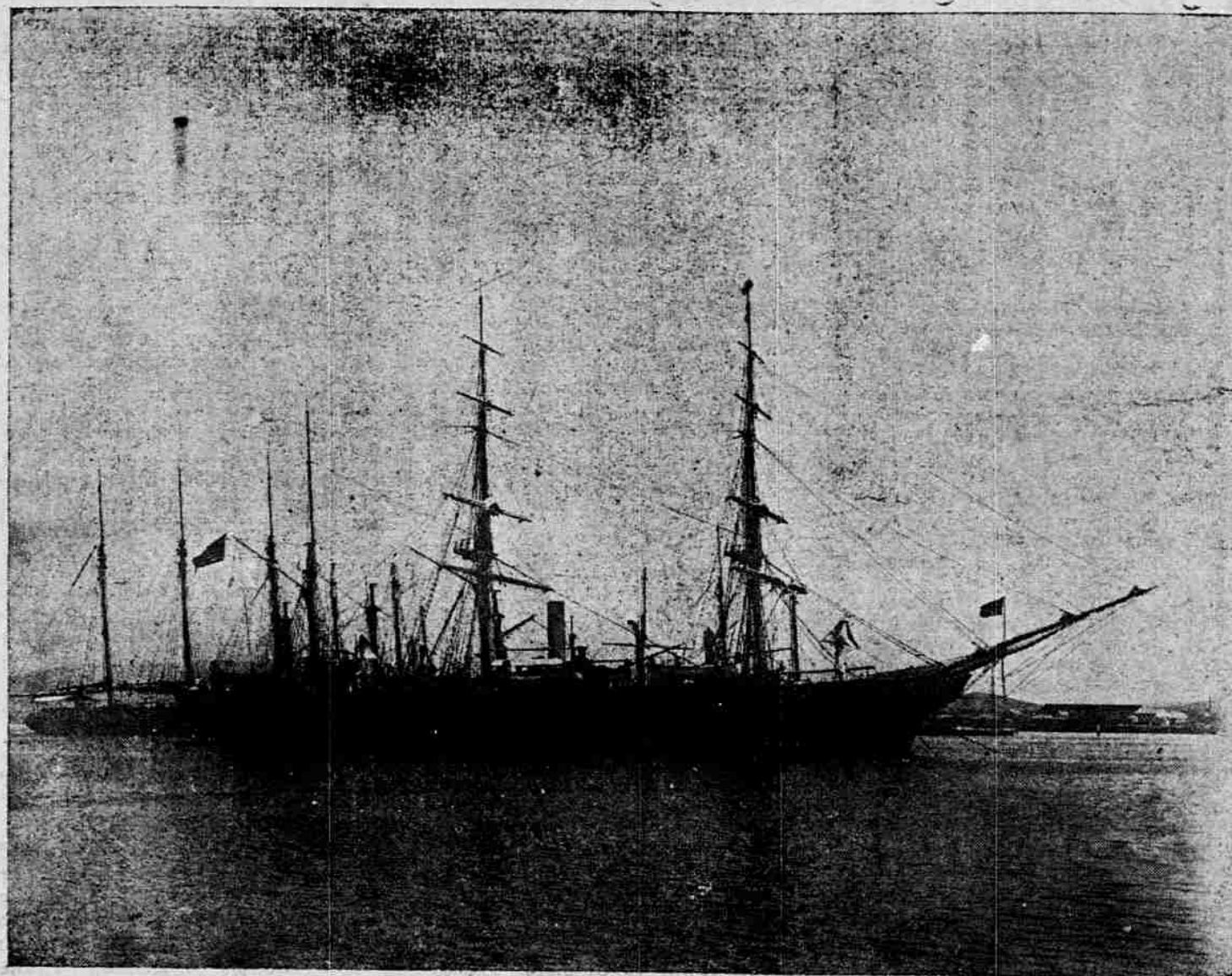
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Lam in Chew, Manager, holds power of attorney to act for this firm in all matters.

NEWS OF THE WATERFRONT



UNITED STATES TRAINING SHIP MOHICAN, NOW IN PORT.

HONOLULU Lodge No. 54 of the American Association of Masters and Pilots of Steam Vessels has been organized, the charter has been received, and the new organization shows every sign of being a powerful and important institution in these islands.

Captain Gilbert Brokaw, the master of the tug Fearless, has for some time past interested himself in the establishment in this Territory of a lodge of the great national association. Now that the lodge has become an actual fact, the masters of these waters naturally feel very well satisfied, and particularly grateful to Captain Brokaw for his successful efforts. Brokaw is as busy a man as every worked in Hawaiian waters, and the fact of his having exerted himself to secure a lodge here does him credit.

Yesterday afternoon the lodge held its first meeting aboard the Inter-Island Steam Navigation Company's steamer W. G. Hall. A number of the charter members were present, others being absent on account of their vessels being at other ports in the islands.

Hereafter the lodge will endeavor to secure Progress Hall as its headquarters. The meeting yesterday was merely for the making of plans and organization. The steamer Hall was chosen as a place of gathering for the reason that a hall could not be secured at the time.

This association, a most powerful organization in the States, embracing thousands of masters and pilots, is one that invariably proves of the greatest benefit to its members, inasmuch as the grand lodge undertakes to look after the interests of the various lodges and their members in cases where licenses are revoked.

The emblem of the order is a small pin in the shape of a blue pennant with a white ball upon which appears the number of the lodge to which the wearer belongs. Those pins will soon be worn by the members of the Honolulu lodge.

The following are the names of the charter members of the local lodge: George Beckley, Samuel Thompson, John J. Dower, D. F. Nichols, Hilbus, Simerson, Bennett, Greene, Parker, Freeman, R. F. Bennett, Sachs, Tullett, J. W. Cook, P. Olsen, W. A. Wyman, Searle, Broom, Lane, Clark, Haglund, Gregory, Pederson, Thompson, Townsend and Napala.

ARRIVED YESTERDAY.

About noon yesterday the brig Tanner arrived from Port Blakeley with a cargo of lumber. Captain Newhall, who is the skipper and owner of the craft, is well known in this port. The vessel, however, is here for the first time.

During the trip down one of the members of the crew, Harry Hix, whose real name is supposed to have been Patrick O'Brien, committed suicide. He jumped overboard about midnight on June 1st. Although a boat was immediately lowered and a number of boards were thrown towards him, he was not found. It is said that he had been drinking very heavily, and that for a couple of days previous to his jumping overboard he had been crazy, suffering from delirium tremens.

The missionary schooner Carrie and Annie made this port from San Francisco yesterday morning. She is on her way to the Marshall Islands, and has been fitted out to take the place of the old Morning Star. Captain Garland and his family and Dr. Reif and his family arrived here in the schooner. The vessel is under charter to the American Board of Missions.

Twenty-One Days Adrift.

Twenty-one days adrift, six weeks on shellfish diet, six weeks' isolation on an island and rescued from drowning, are a few of the experiences of Captain Charles F. Seymour of the Sitka schooner Hiamna. The schooner went adrift from Unga Island, November 26, 1900, but beyond a brief mention of her loss nothing was learned until June 11th, at Seattle, of the thrilling experiences of her master.

Seymour's story is as follows: "November 25, 1900, I took my vessel, the schooner Hiamna, to Unga Island with the intention of laying her up. On the next day it started to blow a gale of wind from the northwest. I had to let go both anchors, but they would not hold her, and she began drifting toward a rock, so I had to slip my chains and hoist the foresail and stand out to sea. "When clear of danger I hove the Hiamna to for four days, the gale still continuing, when the rudder gave way and the vessel became unmanageable. I was alone on board, except for my dog, and the sea was so rough that I could not get over the side to rig up any kind of a steering gear until I had been at sea twenty-one days. It then

calmed and I managed to get over the stern of the vessel and get a bolt into the rudder, and I took down my main topmast and lashed it across the stern, so that the ends would project over the quarter, and rigged a tackle so that I could steer. This lasted but a few days, when my spar carried away and my tackle and gear went over the side, and I had nothing to replace them with, and was again left in a helpless condition at the mercy of the wind and wave.

"I drifted around in this condition until February 20th, when I sighted a small island, which proved to be the Island of Kagataska, one of the Aleutian group, which is in north latitude 54 degrees and 43 minutes and west longitude 176 degrees and 26 minutes. I had drifted during that time over 500 miles to the westward. The vessel drifted toward this island, and when in a few fathoms of water I let go a small kedge anchor that I still had left on board, but that would not hold her, so she kept drifting until I finally got my boat into the water and ran a line to a rock and made her fast to that, but the line soon parted and she went on a reef and commenced breaking up. I then started for the shore, but it was quite rough, and my boat capsized, and I came near drowning, and would have perished had it not been for my dog, which swam to me and towed me in on the beach.

"When I landed I was unable to stand for some time from cold and exhaustion. When I regained action and consciousness I found I had landed on an uninhabited island, devoid of wood or any kind of shelter. I had no matches, so consequently could get no fire. I had a gun, but no ammunition, having lost it in the capsizing of the boat, so that I could not kill any of the sea birds or seals on the island. I managed after a hard struggle to get my boat far enough up on the beach to be out of the way of the tide, and I spread a piece of canvas over her, which served to shelter me from wind and weather.

"I was on this island over six weeks, subsisting during the whole time on raw shell fish. I suffered greatly from hunger and cold, as the weather was very severe, storming nearly all the time I was there. I was finally rescued by a party of Atka Island natives, who were passing the island on a hunting trip, and happened to see my boat on the beach. When found I was just able to crawl, and was too weak to stand, and am satisfied I could not have lived two more days in the condition I was in.

"The natives were very kind to me, and took me and my dog in their birchbark to their camp and gave me some seal meat to eat. They left me there a few days while they went hunting, and subsequently took me to Atka Island, where I was received and cared for by Mr. Dirks, who has a station there, and also by Captain Peterson of the schooner Challenge, which belongs also to Dirks. Both these gentlemen treated me with great kindness and hospitality, but I hope I will never experience another trial like the one I have just gone through."

Assistant Quartermaster at Seattle

Major Ruhlen, the Seattle quartermaster, has been given an assistant in the person of Major Booth, U. S. A., assigned to duty as quartermaster in charge of the army transport Seward. Major Booth arrived at Seattle several days ago to sail for the north. Major Booth was formerly attached to the Seventh United States Infantry.

Packing Ordered to Seattle.

The quartermaster-general has been notified that the transport packing arrived at Nagasaki on June 11th from Manila, and orders were given for her to proceed to Seattle. This vessel carries the battery of the Fifth Artillery, which took part in the Chinese campaign, and whose commander, Captain O'Reilly, lost his life in China.

Cutter Grant in Shape Again.

SEATTLE, Wash., June 11.—The revenue cutter Grant, which met disaster two weeks ago while on her voyage to Southeastern Alaska, having to return to Esquimalt, B. C., for repairs, arrived at Seattle from Victoria on June 10th. She at once began taking on supplies and sailed again the next day, stopping at Port Townsend en route for an inspection of the fish canneries of Southeastern Alaska.

Notice—When you need whisky always ask for the best quality. "Kentucky Favorite," of Spruance, Stanley & Co., San Francisco.

Lands For Sale.

LOTS IN KING STREET TRACT from \$1,250 to \$1,500 a lot, formerly known as G. N. Wilcox's premises.

TWENTY LOTS IN MANOA VALLEY, formerly Montano's Tract, \$3,000 a lot.

FOUR HUNDRED LOTS IN KAUAI TRACT, from \$200 to \$250 a lot.

FIFTY LOTS IN KEEIO TRACT opposite Makae Island, \$500 a lot.

TWENTY LOTS IN PUUNU TRACT, 100x200, \$1,200 a lot.

Etc., Etc.

For further particulars apply to

W. C. Achi & Company

Real Estate Brokers.

10 WEST KING ST

WALL PAPER

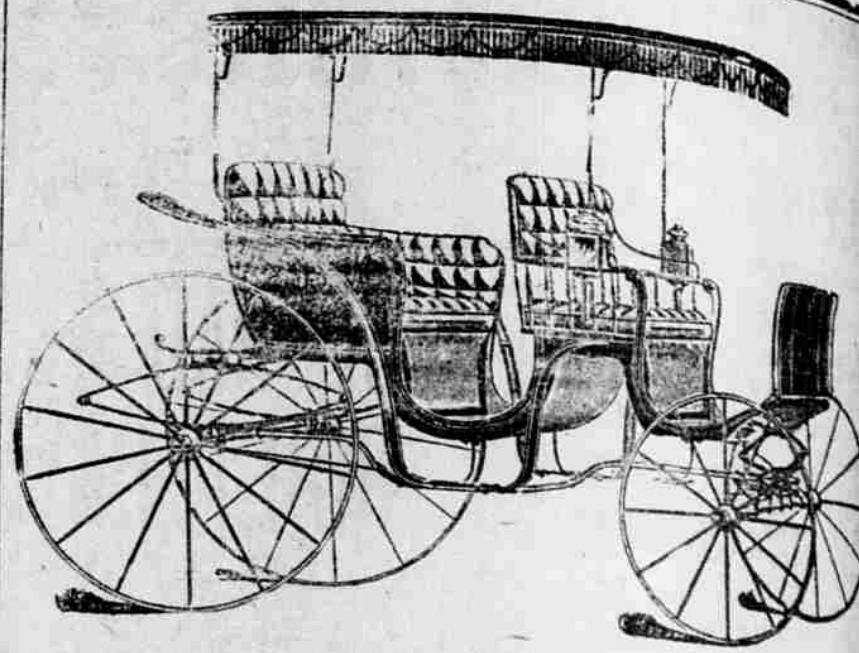
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